

MORNING APPEAL.

WEDNESDAY.....FEBRUARY 5, 1879

THE WILLIAMS BILL AS AMENDED IN THE SENATE.

One word to the Assembly in regard to the Williams Bill:—Half a loaf is better than none. There are reasons why the bill should have passed as it came from the House. But, it all truth, it is to be said that, independent of the question of constitutionality (which we will not debate), the bill as amended and passed by the Senate will do a great deal of good in preventing a certain class of injurious discrimination.

Section one contains the provisions most needed in a bill prohibiting discriminations between persons in the price of freight, time and manner of delivery and carriage, etc. That is to say, under the terms of this section the local roads can not lawfully carry wood or other freight at a cheaper rate for a rich man than for a poor one. This provision is a most essential and necessary one.

The amendment over which so much discussion was had reads as follows and is added to section six:

Provided, however, that nothing in this Act shall be construed to compel a railroad constructed and operated wholly within this State to carry and handle freight or transport passengers at the same rate per ton of freight or per head for passengers as may be established by schedule or fixed by agreement of any person or railroad company, whose road is constructed in part without this State and whose road has a greater continuous line of rail than roads constructed wholly within this State.

This, if it means anything, means (in its local sense) that the Central Pacific Company are not to be allowed to impose their own rates of freight and passenger travel upon the Virginia and Truckee. That is to say, our local roads are to be governed in their rates by such laws as at present exist or may be passed by the present or some future legislature. In other words, fares and freights shall be regulated by a direct State statute and not by indirect or outside school laws, rates, agreements or contracts.

Now all we wish to say is this: That it is evident that the Senate will not pass any anti discrimination bill which does not contain this kind of a proviso. Then follow these propositions, namely:

First, This proviso in no way affects that essential feature of the bill which prohibits discriminations between person and person.

Second, The bill as amended has passed the Senate—which is that much gained to the cause of anti discrimination between the different customers of the same railroad. (That is, all pay alike—there being no rebate or cut freights.)

Third, A half loaf being that much better than no bread, the Assembly, it seems to us, had better accede to the Senate amendments. Nothing could suit the Central Pacific lobbyists better than for the Assembly to reject the bill as amended.

Colonel Ellis, General Clarke, Col. Garrard and other earnest railroad reformers are of the unqualified opinion that the Meder amendment does not effect the validity or constitutionality of the bill.

The amendment came from a very suspicious source; but it is the child of a guilty fear rather than the creature of effective cunning.

MR. H. S. MASON'S LECTURE ON FREIGHTS AND FARES.

Mr. H. S. Mason has been a resident of this city for many years. During the time of his residence here he has been engaged in the business of a wholesale and retail merchant.

In 1866 Mr. Mason was nominated by the Republicans of Ormsby County as their candidate for County Treasurer, and as such he was elected. He was again nominated and elected by the same party in 1868, in 1870 and in 1872. So he was four times the recipient of the nomination for County Treasurer by the Republicans of his county and four times elected.

In 1874 he sought the nomination for a fifth time and his name was placed before the Republican Convention of this county as a candidate for that office. He was defeated by Mr. Harry Peters by one majority. Thereupon Mr. Mason withdrew from the Republican party and took a nomination upon the Democratic ticket, as an Anti Sharon man, for the Legislature. He was serving a part of his term of office as County Treasurer, to which he had been elected by Republican votes, when he accepted a Democratic nomination to the Assembly, and made himself offensively conspicuous in his opposition to the party which, for eight years, had kept him in office.

Night before last Mr. Mason was fifty introduced to his audience by Hon. T. W. W. Davies, a notorious rebel, who when he came to Nevada was a paroled prisoner of war, fresh from the Confederate army.

Ever since his desertion of the Republican party Mr. Mason has acted with the opponents of that party. Last Fall he took a very active part in the so-called citizens' movement. So much for Mr. Mason personally and politically. Of course he appeared at the Opera House on Monday night as a representative, not of the mercantile interests of Ormsby County, but as a mouthpiece of the Dolly Vardens, one of whose chief man-

agers he has been for so long. And now concerning his

LECTURE.

The first half of the discourse was composed of statements and conclusions, criticisms and figures referring to some of the extortions and discriminations and other hurtful practices of the Central Pacific Railroad Company. The vast grants of land bestowed upon that corporation and the very liberal aid given by the National Government were alluded to and mentioned as reasons why that company should have pursued a generous course with the public instead of taking advantage of their position to exact excessive rates of freight and fare from the merchants, shippers and travellers with whom they have dealt. The Pacific Railroads, he declared, with truth, were built by the people's money, while the treatment imposed upon the people was that of an oppressor who owed nothing to its helpers. The enormous wealth of Stanford & Company was hinted at in his reference to their great palaces upon the summit of Nob Hill, in San Francisco.

Mr. Mason's review of the Central Pacific Company's extortionate practices and injurious discriminations against our State were very just and timely. He was in error, however, in his strictures upon the Senate of the United States with reference to the Reagan Bill. He said that that bill was slumbering in the hands of the special committee composed of Spencer, McMillan and Dennis. On the contrary the bill was reported back to the Senate some days since without comment.

The Towne interview as reported in the Sacramento Record-Union of Friday last was taken up, criticised and ridiculed. It was shown that the gist of Mr. Towne's explanation of what we call discriminations against the interests of Nevada was merely an admission, in substance, that a people situated as we are, without any facilities for competition—such as canals, navigable rivers and the sea—are the legitimate prey of such a monopoly as the Central Pacific railroad. And such, indeed, is the meaning of Mr. Towne's strange reasonings, if they mean anything at all. That is to say, a people who cannot protect themselves are fair game for the railroads. Certainly the practices of railroads within our State seem to illustrate their faith in this rather arbitrary doctrine.

As to whether the Legislature has the power to prescribe restrictive legislation for the regulation of freights and fares upon the Central Pacific, Mr. Mason expressed no opinion. He thought, quite rightly, however, that it were well worth while to try.

The foregoing is, so far as it goes, a fair and truthful summary of Mr. Mason's comments upon the Central Pacific Railroad, and its management and customs.

THE V. & T. R. R. AND ITS MANAGEMENT.

Mr. Mason said that he was moved to say something about the Virginia & Truckee Railroad forasmuch as there seemed to be a raid making upon that institution with a view to crushing it. One would think, he said, that certain persons who had been its stipendiaries, and who no longer enjoyed their stipends, and certain persons who had been in the habit of traveling by means of free passes, and who no longer had any passes, had turned against the road. This, we take it, was intended to indicate the animus of the movement which looks to a better and more equitable regulation of the charges for freights and fares maintained by the "local" roads. If there is anyone to whom these innuendoes may be rightfully directed, it is hoped that he will consider himself duly stigmatized and rebuked.

Mr. Mason ventured the rather wild statement that the V. & T. Company, tho' authorized by law to charge 20 cents per mile for freight and 10 cents per mile per passenger, charged but half these rates. Now in view of the fact that the company charges \$6 per ton for freights from Reno to Carson, 30 miles, and that the charge for every package of 100 pounds and less weight, is 55 cents for the same service, we incline to the opinion that Mr. Mason's arithmetic is in fault.

Following some allusions to his own relations—of a political nature—having reference to the V. & T. R. P. Company, Mr. Mason proceeded to criticise the Gaston Bill, whose provisions he seemed to regard as calculated to work injustice to the "local" roads.

As to the balance sheet quoted by Mr. Mighels, Mr. Mason made the entirely unwarranted and erroneous statement that the same was furnished by Mr. Geo. A. King, of Virginia City, and that the figures quoted had reference to the unusual rush of business which followed the Virginia City fire of October, 1875. If Mr. Mason had read the report of Mr. Mighels' speech in Virginia City as published in the Virginia Chronicle of the 28th ult., he would not probably have charged that balance sheet to Mr. King. The fact is Mr. King has not, either directly or indirectly, furnished Mr. Mighels one line of information concerning the affairs of the V. & T. R. Company, nor placed him in possession, by word of mouth or otherwise, of any figures, sums or estimates relating to that corporation. Mr. Mason and his clients of the V. & T. must look nearer home.

Was not Mr. Mason, in employing Mr. Geo. A. King's name, willing to make it seem as if the so-called Bonanza people were taking part in this railroad movement? In-

deed, are not the managers, agents, attorneys and apologists of the "local" roads exhibiting rather too much zeal in making a stalking horse of the C. P. and hiding their own misdeeds behind the unpopularity of the "Bonanza crowd?"

Is there no honor among th—?

Following some further personal allusions Mr. Mason was good enough to explain the reasons for the discriminations practiced by the Virginia and Truckee Company. These discriminations, he explained, were due to causes over which the company had no control and were therefore excusable. He admitted that discriminations were made in behalf of the Bonanza Companies and likened those companies to a highwayman who compels the traveller to come to his terms.

It seems to us that Mr. Mason's criticisms upon Mr. Towne's explanation might well be employed against himself; and as to the highwayman who compels the traveller to surrender his money at the point of a pistol, does not that malefactor find a parallel in the "local" railroad which not only extorts an enormous mileage for freights and fares, but, with grasping and greedy hand, takes to itself all the trade and traffic and industries within its reach? How much better or of higher tone is the Wood Ring which juggles with the laws so as to have the ax man at his mercy, than the foot-pad who makes the belated citizen stand and deliver!

Mr. Mason told his audience that M. Chas. E. Laughton, auditor of the Virginia and Truckee Railroad Company, was about to favor the Legislature with a statement of the business of that peculiarly "crooked" Railroad. But he had no fault to find with that corporation for its neglect, these nine years, to comply with the law requiring yearly statements of its transactions.

With great affability Mr. Mason invited the members of the Legislature to have a talk with the managers and officers of the Virginia and Truckee Railroad. This, we suppose, is by authority, as it were. If so, Mr. D. O. Mills and his associates are certainly very obliging. If we understood Mr. Mason aright, he rather reprehended the sometime prevalent custom of talking to Steve Gaige, or other gentlemen of the Central Pacific Railway lobby. It is evident that he does not fully concur in the homely axiom that what is "sauced for the goose is sauced for the gander."

The usual plea in behalf of the employee's wages was urged by Mr. Mason; who forgot to say that it was through the deliberate purpose of the Virginia and Truckee managers that the poor white men of Empire were despoiled of their little wage as laborers employed in taking the Carson River wood drive from the Spanish Ditch, themselves being superseded by Chinamen.

Indeed, we fear that there were those present at Mr. Mason's lecture who entertained doubts as to his sincerity when he declared, as several times he did declare, that in changing the tune and tone of his discourse so as to excuse the practices of the Virginia and Truckee Company, after so severely criticising the Central Pacific, he was "not apologising for the the Virginia and Truckee Railroad;" for

Not one word had he to say as to the vast profits which are monthly swelling the prodigious wealth of D. O. Mills;

Not once did he allude to the fact that the Virginia and Truckee Railroad never cost its owners one dollar of outlay and that they, as well as the Central Pacific, were fattening off the bounty of the people;

Not once did he allude to the cruel and hurtful practices of the Wood and Lumber Ring, which is as much a part of the Virginia and Truckee Railroad Company as the Contract and Finance Committee is of the Central Pacific;

Not once did he tell his audience that the Glenbrook saw mills have fallen a prey to the rapacity of D. O. Mills & Company;

Not once did he point out the fact that in all points where evasion is possible, the Virginia and Truckee Railroad Company has evaded the laws;

Never did he by even the most remote reference remind his auditors of the fact that, according to their means and the favors they have enjoyed, the Virginia and Truckee Railroad pays the smallest tax that is paid within the County of Ormsby.

A LEGITIMATE INFERENCE.

The accusation is boldly made that the managers, agents and go-betweens of the so-called Citizens' movement in Ormsby county last Fall did, so far as their Legislative ticket is concerned, agree with the Virginia and Truckee Railroad Company that the interests of the said company should be protected by the nominees upon the said Legislative ticket, provided they received the support of the Virginia and Truckee company through its employees and agents, and were elected. In other words, the said Citizens, while pretending to be opposed to the regular Republican nominees upon the ground of their too close alliance with the railroad, themselves did go and make such a bargain and alliance with the officers, friends and employees of the company as should ensure their election. If anyone doubts this let him read the following explicit statement.

"On Thursday, the 16th day of January last, Hon. H. H. Howe, one of the members of the Assembly elected to the Legislature by the so-called Citizens' party of Ormsby County, came to the office of the MORNING

APPEAL and addressing Mr. Mighels, said that he had signed, under a misapprehension, a certain paper inviting him, Mighels, to deliver a lecture in the Assembly Chamber upon Taxation—the said misapprehension consisting of his, Howe's, want of knowledge at the time of signing, that he, Mighels, was going to criticise the Virginia and Truckee Railroad management. Mr. Howe desired his name omitted from the list of signers of that invitation for the reason that he did not want to appear as endorsing Mr. Mighels' attitude relative to the said railroad, he, Howe, having pledged himself to abide by the interests of the said road.

All of which, and more, was said, without hesitation or reserve, in presence of witnesses."

Now, putting this and that together, is it not a fair deduction to conclude that Mr. Mason, who is an acknowledged leader and spokesman of and for the so-called Citizens' movement did appear at the Opera House on Monday night, as per arrangement with the Virginia and Truckee Railroad Company or its agents and employees, to put their case in its best light, and furnish the needed excuses and pretexts to Mr. Howe and his fellow "Citizens" in the Legislature, for voting against any bills which may in any manner be objected to by the said company, or militate against the purposes and practices of that corporation? Indeed, is it not a fair inference, that such is the case?

In conclusion let it be said that neither the MORNING APPEAL nor its conductor has any desire to make a "raid" upon nor yet to "crush" the Virginia and Truckee or any other railroad. What it demands of all the roads doing business in this State is a decent respect for the laws and as decent a regard for the rights and interests of the people by whom they are surrounded and who sustain a heavy annual tax on account of the principal and interest of a debt incurred in their behalf. Moreover it is to be said that if we have any preference for the manner and method of disciplinary and curative legislation, the same has been already expressed in a bill proposed by us, under whose terms the railroads doing business in this State and amenable to the laws thereof, shall be subjected to a reduction of a certain per cent. upon their present high rate of freights and fares—such legislation being coupled with such other enactments as shall prevent discriminations, and cause the Railroad Companies to observe the laws requiring annual reports of all their transactions, made and signed under oath.

As to Mr. Mason's lecture, if the Virginia and Truckee Railroad Company think their cause benefited by such transparent lobbying done in the name of Dolly Varden, they are easily reassured and their apprehensions very readily quieted.

NEW ADVERTISEMENTS.

ROOSTER DISPUTE!

To-Night, Wednesday, Feb. 5,

OPPOSITE THE ARLINGTON HOUSE.

Come early to secure seats for big sport.

ANNUAL MEETING.

CONVIA MINING COMPANY. THE ANNUAL MEETING of the Stockholders of the Convia Mining Company will be held on

Saturday, the Twenty-Second Day of February, 1879,

At One o'clock P. M., at the office of the Company, Waitz law office, corner of King and Curry streets, Carson City, Nevada.

CHURCH FAIR AND FESTIVAL!

THE LADIES OF

St. Theresa's Catholic Church

WILL HOLD A

FAIR AND FESTIVAL

AT THE

OPERA HOUSE,

—OR—

WEDNESDAY, THURSDAY, FRIDAY AND SATURDAY EVENINGS,

FEBRUARY 5, 6, 7 and 8,

AT 7:30 P. M.

A Cordial Invitation is Extended to All

Lunch on Thursday, Friday and Saturday, FROM 11 A. M. TO 2 P. M.

MUSIC, VARNEY'S BAND.

ADMISSION.....FIFTY CENTS

C. BILLINGS,

DENTIST,

Rinkel's Block, Carson, Nev.

Twenty-five years honorable practice in California and Carson City.

GRAND INVITATION MASQUERADE PARTY, TO BE GIVEN

Company "F," Carson Guard,

At Their Armory,

(THINKER HALL),

FRIDAY EVEN'G, FEB. 21, 1879.

COMMITTEE OF ARRANGEMENTS:

Lieut. A. M. Starling, Sergeant W. L. Taylor,
Sergeant E. H. Colver, Sergeant S. J. Hodgkinson,
Corporal A. J. Mills.

RECEPTION COMMITTEE:

Captain A. Moyer, Lieut. A. M. Starling,
Private H. G. Parker, Private C. E. Laughton,
Private S. C. Seville.

MUSIC BY VARNEY'S FULL BAND.

MADAME JAHN, of the firm of Jahn & Foster, of San Francisco, will be here on the 16th inst., with an elegant assortment of costumes, which she will furnish at reasonable rates.

TICKETS.....\$3.00
(Admitting Gentleman and Ladies.)

Presurable of S. J. Hodgkinson, at the Pioneer Saloon, and of A. A. Borges, at his Barber shop, on King street.

THE STONE MARKET.

NEW ARRANGEMENT!

THE UNDERSIGNED, NOW THE SOLE

proprietor of the

Stone Market.

NORTH CARSON STREET,

Next to Gillson & Barber's Grocery Store,

Is prepared to furnish his old customers and the public with the Cheapest House, Stocks, and Outlets of

Beef, Mutton, VEAL,

Pork and Lamb;

ORND BEEF, Sausage, BOLOGNAS, AND HEAD CHEESE.

Price to suit the times. Give me a call.

Carson, January 8th, 1879. MARTIN NETH

FRANK BOSKOWITZ.

MERCHANT TAILOR,

MEN'S AND BOYS' CLOTHING!

HATS AND CAPS,

BOOTS AND SHOES,

The Only One Price Clothing Store in Carson!

COUNTY BUILDING,

Carson Street, Carson City, Nevada.

CARSON CITY SAVINGS BANK

BANKERS, BROKERS AND FIRE INSURANCE AGENTS.

CARSON CITY, - - - NEVADA.

MINING STOCKS BOUGHT AND SOLD ON COMMISSION.

Liberal Margins allowed on Approved Stocks.

San Francisco Correspondent.....Latham & King
Carson September 1, 1877.

FOR THE LADIES!

LADIES' & CHILDREN'S UNDERWEAR,

—AND—

INFANTS' CLOTHING OF ALL KINDS.

—ALSO—

The Celebrated Under Flannels,

—AND—

Dress Reform Corset Waist,

A Full Line of Ladies' Furnishing Goods direct from New York,

Circulars sent on application, and orders by mail attended to promptly by

MRS. S. A. TEMPLE, Agent,
Virginia street, Reno, Nevada.

October 7th, 1878.

CHARLES W. FRIEND,

—DRAHER IN—

Watches, Jewelry,

SILVERWARE,

—AND—

GENUINE HAVANA CIGARS

AND TOBACCO.

N. B.—All the present stock is new and of the latest styles, and purchased expressly for

The Holidays.

And will be sold upon the most reasonable terms.

December 18, 1878.